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REPORT

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HIGH SCHOOL NEWS SERVICE REPORT

Published monthly during the school year by the High School News Service, a Department of Defense activity located at Great Lakes, Ill., and distributed free of charge to high schools, colleges and universities requesting the service.

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Director.....Capt R. M. McCool, USN
Deputy Director/Editorial Officer
.....Cpt M. G. Munson, USA

Senior Editor
MGySgt Duane Zabel .....USMC

Service Editors
MGySgt Duane Zabel .....USMC
JOCM Edward L. Nelson.....USN
MSgt Charles LaCroix.....USAF
SSgt George Shuttleworth.....USA

Make-up Editor
SSgt George Shuttleworth.....USA

ELECTRONIC SLAVES

MGySgt Duane Zabel

IN TODAY'S world of rapidly expanding technology in all areas of human endeavor, the need for the rapid retrieval of information has become of prime importance.

It has become evident that the computer is the only answer. The computer is able to provide almost instant decisions and can retrieve stored information efficiently. A mountain of paperwork requiring thousands of man-hours to complete can be absorbed, messaged and reported out in a matter of minutes.

How good are these instant decisions? Are we getting the correct information from the stored data?

The information supplied and the soundness of the logic used to compute and extract information depends on the availability of qualified operators and programmers.

The computer is an electronic slave that performs only as it is directed. It is reliable and has none of the fallacies of man in that it will work as long as necessary, providing rapid output without coffee breaks, lunch hours, vacations, sick leave, holidays or any of the hundreds of ways man has of freeing himself from tasks.

Computers replace miles of files, man-hours and paperwork in providing automated and computerized service records, identification tags, health records and student examinations and evaluations.

The need for high quality operators and programmers grows daily in civilian industry as well as in the U.S. Armed Services.

The Marine Corps has attacked the problem of providing necessary training to ascertain that qualified personnel will be available on a continuing basis, by establishing a Computer Science School at the Marine Corps Development and Education Center, Quantico, Va.

Skills taught enable the Marine to operate a wide range of electrical accounting machines through the operation and programming of third generation computers.

The curriculum at Computer Science School is recognized by some colleges, and depending on the degree being sought by the Marine, can vary from a low of about 14 semester credit hours to 24 credit hours.

Duty assignments in the Marine Corps Data Processing field can vary from large stateside bases to the Automated Services Center at the Force Logistics Command in the Republic of Vietnam.

The Automated Data System upon which Marine Corps operations center is the Marine Tactical Command and Control System (MTACCS). It was initiated to provide Marine commanders in the field with timely and accurate battlefield information.

This automated air-ground tactical command and control system will integrate a family of modular data processing and communications equipment to meet Fleet Marine Force needs in 1975–1985. (Cont...)

Among the Corps' continuing systems is the Marine Unified Material Management System (MUMMS), developed by the Marine Corps in 1965 as a major automated material management system. This system now controls supply stocking points throughout the Marine Corps.

At the same time as MUMMS began, the Corps began developing a new automated system to manage Manpower Resources. It is called, Manpower Management System (MMS).

A unique feature of MMS is that its data base can be merged with a major pay system in 1971. Thus, manpower and pay will be controlled by one unified system.

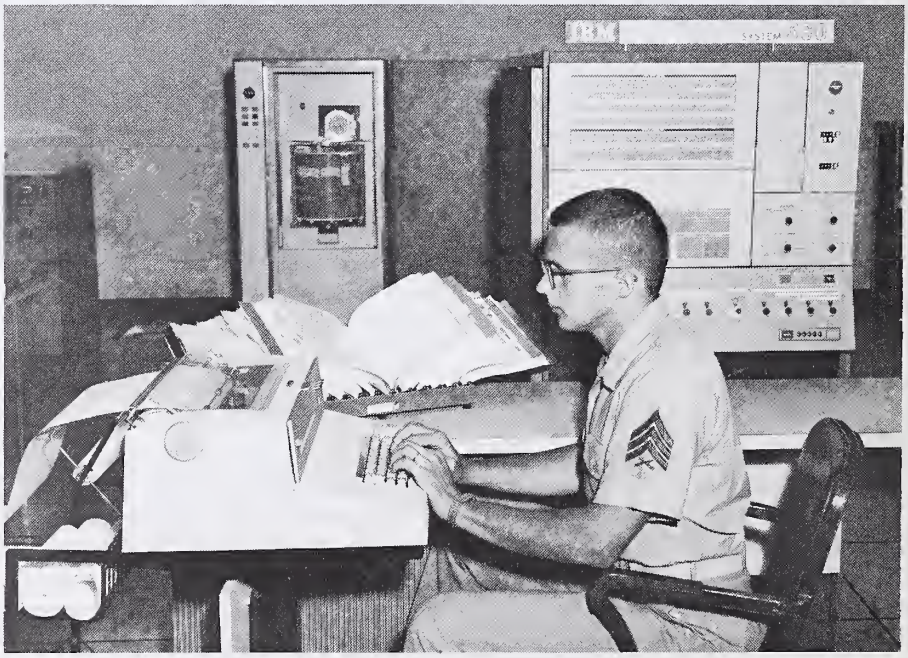
Marine Corps automated systems are being developed to utilize the same computers. Multi-programming will also accomodate other systems including a financial management system and operational reporting systems.

In 1969, the Corps moved closer to achieving its goal of a single information system called Integrated Information System (I2S), and a network of Automated Service Centers to operate all automated systems throughout the Marine Corps.

To operate all these systems, the Corps has a continuing need for new blood. To assure the flow of new Marines into the computer science field, the Corps now makes it possible to assure assignment to data processing prior to enlistment.

An applicant must request the assignment under the "Ground Guarantee Program" and he will then be administered the Electronic Data Processing Test.

If he gets a score of 60 or higher, he will have met the requirements and be on his way to directing one of these electronic slaves.



OCEAN STATION PATROL

JO2 Nils Rosdahl

THE OCEAN STATION Patrol is a month-long cruise with no destination, but it's a necessity to meteorologists and ocean travelers of the sea or air.

The ocean station (sometimes called weather station or weather patrol) manned by the U.S. Coast Guard is an arbitrarily selected section of ocean 10-miles square.

A Coast Guard ship is "on station" when it is within the 10-mile square. These stations are spotted hundreds of miles from the nearest land in both the North Atlantic and North Pacific Oceans.

Stations are established, transferred and discontinued as circumstances warrant in accordance with teams of an international agreement with other participating nations. At present the Coast Guard operates four stations in the Atlantic Ocean and two in the Pacific.

To the United States Weather Bureau, at whose suggestion the ocean

station program was authorized during World War II, an ocean station is an excellent place to send trained weather observers for extended observation periods. Here they measure and assemble meteorological data.

Every hour, day and night, the weathermen forward their data by ship's radio to Coast Guard radio stations ashore which relay it to Weather Bureau offices in Washington, D. C. and San Francisco. Upper air observations from ocean stations are made by balloons launched every six hours. The compiled and transmitted information provides material for the official weather news and forecasts.

To members of the Coast Guard, an ocean station supplies about the roughest, most uncomfortable and perhaps the most hazardous duty the service can designate. Coast Guard cutters, the largest of which for this type of duty measures 378 feet in length and the smallest 255 feet, go to sea for approximately one month.

Twenty-one to twenty-three days are spent within the limits of the ocean station itself while the remainder of the time is spent sailing to and from the station to the vessel's homeport. Regardless of heavy seas and gales, the Coast Guard cutter is expected to transport the weather observers to the station and patrol there until physically relieved by another ocean station vessel.

To the pilot of a trans-oceanic airplane, and to the master of a seagoing ship, be it a tiny steamer or an ocean luxury liner, the manned ocean station is an important information bureau. The cutter on station is ready at all times to report the latest weather information, to furnish data whereby position may be determined, and in case of an emergency, to relay messages by radio.

To the passengers who travel on or over the seas, the ocean station is an appreciated reminder that in the event of serious trouble, an alert and experienced crew of Coast Guardmen is standing by at all hours to give every possible assistance. They may respond to a call of distress personally, notify proper agencies on land, or seek assis-

tance from nearby ships and planes.

The ocean station vessel normally is authorized to leave its station for only three reasons. It may leave temporarily because of unusually severe weather conditions or damage by which its own existence is seriously endangered. The ship, of course, goes off-station when the relief ship arrives to take over the patrol. The most important reason of all is when a ship or plane is in difficulty, and the ocean station vessel is near enough to give help directly and promptly.

Messages received from vessels on ocean stations are curt and factual, but a story is usually there to be read between the lines. Knowing that ship commanders are not easily amazed or disconcerted at sea, a thrilling story can be found in a message, such as one once sent by the USCGC Humbolt:

"Took exceptionally large sea aboard at about amidships. . .Sea swept up and over superstructure. . .-spray shield with two heavy stiffeners buckled. . .watertight doors to laundry and to athwartship passage together with door frames very badly buckled-. . .ladder to superstructure deck bent . . .two boats broken out of chain grips and holed. . .not possible to determine all damage due to darkness, heavy seas and coating of ice. . .proceeding 13-knots with a 45-knot wind and average 30-foot high sea. . .now have to await daylight for restoring boats before proceeding on to station."

Life aboard these Coast Guard weather ships patrolling their stormy squares is not only lonely but trying, both mentally and physically. However, the realization that theirs is among the most difficult of all assignments, as well as being of vital necessity to sea and air commerce, has developed a high "esprit de corps" among the men.

Rarely in the North Atlantic do stretches of good weather appear. For the most part, the days are overcast and stormy, with high seas running. The acute pitching and rolling often makes sleeping difficult. The sleeper is tossed about in his bunk and awakens stiff and sore between catnaps.

Recreation necessarily is limited. There are movies when the elements are favorable, short-wave broadcasts, daily news bulletins, general reading, perhaps a game of volleyball or similar competition on deck— —and the usual 101 kinds of card games.

But there's work, and plenty of it, and time doesn't stand still. There are many maintenance tasks to be performed every day. On the assumption practice makes perfect, the crew runs through frequent drills to put boats over the side quickly, to meet fire or collision threats, to abandon ship, to practice gunnery and to control damage. Now and then there are training lectures.

Thirty days spent in the limbo of the Atlantic or Pacific away from civilization may be an "experience" the first time, but it can become a monotonous job. There are always special occasions, which provide an excuse for a celebration.

There's "hump day" when the patrol is half over and "relief day" when another ship arrives to deliver the mail and relieve the ship going off-station.

The biggest celebration comes at the end of the month— —when the lines go out to the dock and the ship has arrived in port once again. Even now the crew must make repairs, perform maintenance tasks and take aboard supplies for its next ocean station patrol.

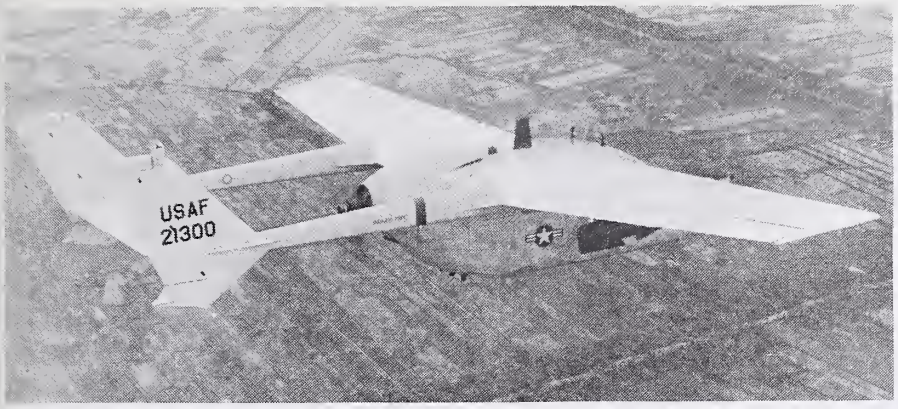
"The Tac Fac Factory"

Office of Information
Hq, Tactical Air Command

TO THE MAN ON the ground, pinned down by enemy fire, the sound of a tiny plane's engine means that the roar of jets will not be far behind. U.S. Air Force Forward Air Controllers (FACs), trained by the Tactical Air Command, daily aid the foot soldier.

A FAC can actually help the man on the ground by directing air strikes from the ground or from vehicles, but has had his greatest success in Southeast Asia by being in a slow, low flying airplane.

When a ground unit needs help, the commander uses his radio to request tactical air support. The FAC receives the request, flies to the area and acts as the eyes for the ground commander. Once the enemy has been identified, the FAC puts in a call to fellow pilots in faster and more heavily armed fighter aircraft. Even though FACs fly in small, slow planes, they themselves are fighter pilots, and they know what must be done to "knock out" a target. To the fighter pilot in a fast moving



jet, a target hidden in the jungle may be hard or impossible to see. To solve this problem, the FAC carries smoke rockets with which he marks the spot where he wants the fighters to strike.

One young FAC describes his satisfaction with his job by saying: "I don't know of any other place in the Air Force where I could feel like a battlefield commander." The same pilot had his doubts about his job when he was first assigned to forward air controller training. . . "I wasn't too happy at being assigned to such a slow aircraft after flying jets, but I look at it differently now. Where else can a young lieutenant tell a bunch of fighter pilots where to go?"

Training to become an airborne forward air controller begins at a little known Tactical Air Command (TAC) base in Northwest Florida known as Holley Field.

Experienced pilots begin training in either the single engine O-1 "Bird-Dog," the two-engine O-2 "Skymaster," or the OV-10A "Bronco."

The "Bird Dog," unarmed except for a few marking rockets and the pilot's personal side-arm, is the slowest of the FAC aircraft. Its top speed of 90 mph and its maneuverability are ideal for visual reconnaissance and directing fighter strikes.

The O-2 "Skymaster" is a little faster and has the safety feature of having a second engine. The OV-10 "Bronco" is the fastest of the three aircraft, having two turboprop jet engines. The "Bronco" has a limited ability to "fight back" since it has four machine guns and can carry 3,600 lbs. of ordnance. All three planes can land and take off on 1,000 foot dirt airstrips.

A pilot in forward air controller training stays at Holley Field from five to seven weeks depending on the type of aircraft he is assigned to. During this time he goes to school both in the classroom and in the air. On the ground he learns about his aircraft and about the types of missions that he will have to fly in combat. In the air, his first few flights are with the instructor — — after that, he's on his own and begins practicing directing fighter aircraft.

The FAC who said that he "feels like a battlefield commander," began to get that feeling while training at Holley Field. After takeoff from Holley's short airstrip, the students head for nearby Eglin AFB gunnery and bombing ranges. Once over the ranges, the students learn to mark targets and direct fighters.

Halfway around the world a few months later, the forward air controllers are directing real air strikes in support of ground forces. In a day's flying, a FAC might fly several missions. He could be called on to help out an Army unit, or advise a ground commander as to what's ahead. He could direct Army artillery or escort a friendly truck convoy. Or, on some missions, he might cruise just above the treetops taking a close look for signs of the enemy.

The FAC is a busy man with an indispensable job, and it all begins at a small field in Northwest Florida, known to its alumni as the "TAC FAC FACTORY."

NAVY'S NEWEST BOOT CAMP

JO3 Kurt Blumenstein

ON OCT. 1, 1968, the Recruit Training Command (RTC), Orlando, Fla., was commissioned a Naval Training Center to enhance the manpower capabilities of the U.S. Navy. That same day, RTC Orlando received its first recruits who began a comprehensive program of training designed to transform civilians into sailors.

The mission of any Recruit Training Command is to provide a program which will effect a smooth transition from civilian life to Navy life and provide sufficient knowledge in naval subjects to enable the recruit to be of early usefulness to the service; develop observation of naval customs and traditions and stress pride in self and in the Navy.

The facilities at RTC Orlando are second to none among basic training camps in the armed forces. Careful planning went into designing a facility which would be ideally suited for recruit training. A prime consideration was to achieve a compact layout, to avoid the loss of valuable training time which occurs when recruits must march long distances from one class to the next.

A second aim was to construct a facility which would look more like a college campus than a military camp. The result was a grouping of completely functional yet aesthetically pleasing buildings of which the Navy and the community are duly proud.

The heart of the recruit training area is the Training Building, which contains 26 air-conditioned classrooms. Adjoining it is the Television Building, which houses the closed circuit television system, offices, classrooms and lounges for the staff.

The Mess Hall, a marvel of automated food preparation equipment, can feed 4,600 men in 90 minutes. Every recruit receives an ample amount of delicious, nourishing food in comfortable, attractive surroundings. Gone are the long wooden benches of the traditional military mess hall.

The recruits are housed in five air-conditioned barracks having three stories and four wings. Each wing on each level provides space for one company making a total of 12 companies per barracks or about 1,000 men.

The chapel at RTC Orlando, the first in the Navy designed exclusively for recruits, has a seating capacity of 1,000. In addition to the spacious pyramidal sanctuary, the building contains a religious education section and

offices for the chaplains.

An eye-catching addition to the RTC skyline is the mock training ship, "Bluejacket One". Landlocked in concrete, it is two-thirds the size of a destroyer. It contains three classrooms, a destroyer type bridge and pilot house, and offices for the training staff. Actual shipboard equipment from decommissioned naval ships adds realism to the training.

The key figure in accomplishing the RTC mission is a senior petty officer (E-6 or above) known as the company commander. Carefully selected and highly trained, the company commander has the responsibility of leading an entire company of recruits through the nine-week training cycle.

The first step in transforming young civilians into sailors is in-processing. Everyone gets the traditional recruit hair cut at which time humane barbers leave a quarter of an inch of hair.

Next recruits are issued their uniforms. At this time, they are required to ship their civilian clothes home. Gone are the days of ill-fitting uniforms, for now tailors measure each recruit and alter his uniforms to fit.

An important part of in-processing is the medical and dental examination. The rigors of recruit training demand healthy bodies, and a team of Navy doctors and corpsmen ensure that all the recruits are in good health before they begin training.

To determine how the individual can best benefit himself and the Navy, a battery of classification tests must be taken. This is the administrative side of in-processing.

Upon completion of in-processing the training program begins in earnest. The first four weeks are devoted to teaching the basics of Navy life, such as naval history, general orientation, hygiene and military drill.

Television provides a basic supplement to academic instruction. The television system can employ video tape, 16mm film, live presentations and commercial broadcasts.

Swimming and physical fitness tests are administered early in training. The physical fitness test used is the standard series of strength and endurance exercises devised by the President's Council on Physical Fitness. Those unable to pass this test enter a special conditioning program.

Any basic military training includes thorough instruction in close order drill and RTC Orlando is no exception.

During the fifth week of training, each company engages in what is known as Service Week, when recruits fulfill needed functions within the command, such as serving as a third class swimmer by this time would also be given extra instruction.

The remaining four weeks are devoted to the more technical aspects of naval life. These include firefighting, small arms training and water survival. All companies compete with each other in all phases of training. The company with the highest composite average receives the Honor Company Award which is given to the top company in each graduating class.

After nine weeks of hard work, recruits reach the first milestone of their naval service, graduation day. A distinguished military officer or civilian official addresses the regiment and awards are presented to the Honor Company, Honormen from each company, and the outstanding recruit from the entire class, who receives the American Spirit Honor Medal. The troops pass in review and shortly the young Navymen embark upon their naval careers.

Over 50 percent will go immediately to advanced schooling and others will report to ships and shore stations throughout the world.

NORTH TO ALASKA

EVER SINCE THE Revolutionary War, when the ill-equipped and poorly trained Army of General George Washington suffered from the cold at Valley Forge, some phase of every conflict in which this country has been engaged has been fought in mountains, in the cold or both. However, specialized training of units for cold weather and mountain warfare was not seriously undertaken until the approach of World War II.

Training for extended operations in cold and mountainous areas was initiated in November 1941 with the activation of the 87th Mountain Infantry and the Mountain and Winter Warfare board at Fort Lewis, Washington. Other sites were selected through the years such as Camp Hale, Colorado, home of the 10th Mountain Infantry; Camp McCoy, Wisconsin; Pine Camp, New York; and Camp Elkins, West Virginia.

At the end of World War II, Camp Hale was closed and the center was moved to Camp Carson, Colorado. In 1948 a school for arctic operations was organized at Big Delta Air Base (later named Fort Greely) in honor of General Adolphus Washington Greely, Arctic explorer and founder of the Alaska Communications System. Today, Fort Greely is the home of the Northern Warfare Training Center.

The NWTC (as the Center is commonly known) is ideally located to train the Army in the art of northern and mountain warfare. It has almost any type of terrain that may be encountered in northern operations anywhere in the world and all within a fifty mile radius of Fort Greely.

Forty miles south is the rugged Alaskan Mountain Range, with its high peaks, snow fields, glaciers, mountain passes and sheer cliffs.

Fifty miles to the northwest is the Tanana River, typifying one of the best means of movement available in the far north during the summer months. In the immediate vicinity of

country consisting of forested areas, the post are flatlands and rolling muskeg and tundra.

Temperatures in the area may range from 90 degrees in the summer time to minus 70 degrees in the winter. Snowfall ranges from light, at the post, to heavy in the mountains.

Winds up to 40 miles-per-hour are frequent in the area, creating a true arctic environment, and on occasion the velocity reaches 90 to 100 miles-per-hour.

All of these conditions combine to make this an ideal location in which to prepare troops for northern warfare in any part of the world.

Winter training commences in early November and extends through March. By this time a freeze-up is completed. Temperatures of zero and below can be expected most of the time, and there is usually snow either at Fort Greely or in the training area.

The primary difficulties encountered in cold weather operations are the adverse effects of the extreme cold on individuals and equipment, and the difficulty in moving through the deep snow. The majority of the time spent in each course is therefore devoted to training intended to overcome these difficulties.

To accomplish this, emphasis is placed primarily on teaching men how to adapt themselves to living in the field--such as what clothing to wear; how to wear it to prevent cold injury; how to properly maintain their equipment, and the arts of snowshoeing and military skiing.

Other subjects taught include land navigation, building of ice and snow roads, ice reconnaissance and varied other subjects pertaining to northern warfare. To conclude the course, each unit is involved in problems designed to include practical field work in all subjects they have been taught.

Summer training is conducted from May through August. This is known as the break-up season.

Vehicular movement is extremely difficult during the summer months due to the lack of roads and the inability of vehicles to cross the swamps and muskeg bogs that make up a large portion of the far north.

The emphasis in summer training is placed on movement other than by vehicle. Movement by air is recognized as the best means, but it is not taught at the NWTC because it involves no special skill on the part of the passenger.

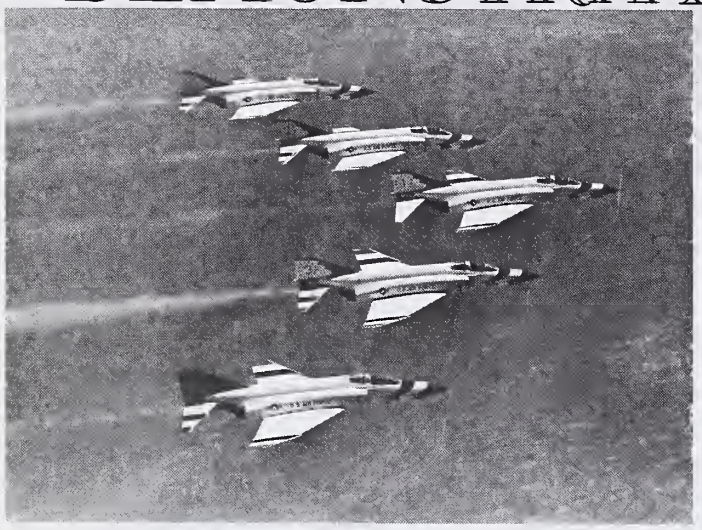
One of the better means of movement is by river. Rivers are found in all areas of the far north, and study of maps will show that the larger towns in northern areas are found along rivers or on sea coasts.

The NWTC maintains a fleet of riverboats for instruction in the handling of such boats and inland waterways navigation.

Since the northern latitudes contain a great number of mountains, training in these areas must be included. This training includes mountain climbing, mountain walking, techniques in crossing glaciers and snowfield crossing.

As in the winter, field problems at the end of the course offer a fitting climax to the training.

U.S. ARMED FORCES SPECIAL DEMONSTRATION TEAMS



MSgt Charles LaCroix

WHEN WINTER once again gives way to spring and summer, millions of eyes at United States military installations throughout the world and in foreign countries will be searching the sky for the performances of U.S. military special demonstration teams.

Whether it be precision flying by the Navy "Blue Angels," the Air Force "Thunderbirds" or the precision parachute jumping of the Army "Golden Knights," millions of spectators are thrilled by the flawless performances conducted by these special demonstration teams.

NAVY BLUE ANGELS

With a colorful history that dates back more than 23 years, the Blue Angels were first formed in June 1946 at the Naval Air Station, Jacksonville, Fla. In the early days of the team they conducted their precision aerobatic and formation flying in a 1200 horsepower single engine, propeller driven aircraft built by Grumman. Later they used a 2000 horsepower engined Grumman aircraft, with a wing span of 42 feet 10 inches, until the team made its transition to jet aircraft in 1949.

With the outbreak of hostilities in Korea in June 1950, the demonstration program was temporarily interrupted. The Blue Angels were ordered to duty in a combat status as the nucleus of Fighter Squadron 191 aboard the aircraft carrier USS Princeton.

The team was reactivated at the Naval Air Station, Corpus Christi, Tex., late in 1951. Using a newer and faster jet aircraft built by Grumman, the team underwent strenuous practice in preparation for 1952 schedule.

As years passed the Blue Angels introduced newer and more intricate aerobatic maneuvers while flying higher performance jet aircraft.

The team performed a record 87 flight demonstrations in 1965 while performing throughout the United States, Iceland, Bermuda, Bahama Islands, the Caribbean and Europe for the first time. In 1967 the Blue Angels were viewed by nearly five million people, with one million people watching a single show in Naples, Italy.

The 1968 schedule marked the end of another chapter in the history of the Blue Angels. This was the last year the team performed in naval aircraft built by the Grumman Aircraft Corporation. For 22 straight years the Blue Angels performed before more than 95 million people around the world in propeller driven and jet aircraft.

Introduced with the 1969 schedule was a Mach 2 jet aircraft that is built by the McDonnell-Douglas Corporation of St. Louis, Mo.

AIR FORCE THUNDERBIRDS

The legend of the Thunderbird, in the eyes of the Indian, was born years ago when massive herds of buffalo roamed the plains of North America.

Stories were told and retold by the Indians around evening campfires and especially during the heights of storms. As the thunder boomed across the sky, it was the Thunderbird flapping his wings and the lightning was the flashing of his eyes.

Many Indian nations pictured the Thunderbird as a giant eagle or hawk and one tribe from the Southwest portrayed the Thunderbird in red, white and blue.

Seventeen years ago during the end of the Korean War the U.S. Air Force air demonstration team, the "Thunderbirds," was born at Luke Air Force Base, Arizona. In the early years the Thunderbirds used a straight-winged jet built by Republic Aircraft.

In 1956, the Thunderbirds moved to Nellis Air Force Base, Nevada, and their first supersonic jet aircraft built by North American Aviation. They used this jet aircraft until 1968, except for a brief period in 1964 when they again used a Republic built jet.

In 1969, the Thunderbirds also switched to the Mach 2 jet aircraft built by McDonnell-Douglas Corporation.

Since their first air show, the Thunderbirds now fly an average of 100 air shows each year. They cover 175,000 air miles in 250 days of travel. To date, the team has flown an estimated 2,000,000 miles, the equivalent of 65 times around the earth.

From the 5,000 spectators in 1953, the Thunderbirds have now performed before nearly 75,000,000 people from all the 50 states and more than 40 foreign countries of the Free World.

During a trip to the Far East in 1959 they gave 27 air shows in a 30 day period. The largest single Thunderbird audience gathered on July 5, 1959 in Chicago, Illinois, when 2,000,000 people jammed the waterfront of Lake Michigan to watch their performance.

ARMY GOLDEN KNIGHTS

Parachuting, while it never loses its fundamental drama, is more than jumping from an airplane, pulling a ripcord and hoping for the best.

From its uncertain beginnings, when it was reserved for stunt men, rugged paratroopers and desperate pilots, parachuting has developed into both an exciting sport and exacting science.

The Golden Knights of the U.S. Army Parachute Team, are among the finest parachutists in the world with an average of 850 jumps-per-man.

With 13 men as the nucleus, the Golden Knights were formed in 1959 at Fort Bragg, North Carolina, as the Strategic Army Corps Sport Parachute Team. Two years later the team was renamed the U.S. Army Parachute Team and the Army's official demonstration unit.

Since 1962 when the Golden Knights assumed the additional mission of research and development in the tactical use of free-fall parachuting, the team has grown to a total of 52 men and made themselves the most accomplished team of parachutists in the world.

The Golden Knights are almost constantly on the road from March through October performing some 150 free-fall demonstrations a year. Over the years they have appeared before over 60 million people in 49 states and 18 foreign countries.

In addition to the records they hold, the Golden Knights have represented the Army on every U.S. National Parachute Team. A member of the Golden Knights was captain of the U.S. Team in 1968 when it won the United States' first over-all team gold medal in the World Parachute Meet.

First and foremost the Golden Knights are soldiers, then parachutists, then members of the U.S. Army Parachute Team— —the most accomplished team of parachutists in the world.

This is the story of the Golden Knights.

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